

RAILWAY WRECKS AND THEIR CAUSES

Many Times it is Because the
Train Crews Have Been Ex-
hausted by Overwork.

ONE MAN'S PATHETIC STORY.

Gives Reasons in the Form of Ghastly
Truths That Seem in Many Cases
To Have Been Avoided.

Salt Lake is common with people all over the country read almost daily of a dreadful railroad wreck somewhere. Divers causes are given. Sometimes it is impossible to fix the responsibility, sometimes the desire to do so is none too strong. Here is the story of a man who has been "through the mill." It is as follows and is worth reading:

Five years ago, upon graduation from college, I was offered a chance to be in at the bottom rung of the railway ladder. I accepted it eagerly, and entered the operating department of a second-rate single-track trunk line in the middle west. After three years' service in various capacities—as yard clerk, clerk in a chief dispatcher's office, locomotive fireman, "boiler-head" switchman and night yardmaster—I decided that a practical understanding of train movement was essential to advancement and accordingly seized the first opportunity to "hire out" as a freight brakeman.

Four months later, in December, 1904, in view of my former training and because material was scarce, I was appointed to the arduous yet interesting position of conductor on the Chicago division. The winter freight traffic was heavy, and this, with eight passenger trains daily and three steep grades, made conditions for dispatchers and conductors about as trying as a young student of railroad operation could wish.

To pilot a train, whether 30 cars of merchandise and provisions or 60 cars of commodities in bulk, from terminal to terminal without mishap and in the shortest possible time, passing opposing trains, avoiding snow pursuing, and overtaking the sluggish and crippled, brought me often much adventure and always extreme fatigue.

Now, it is about this matter of weariness—sheer exhaustion, to speak forcibly and yet truthfully—that I wish to write a few pages in order that the public may appreciate fully how completely their lives and property depend upon the mental and physical condition of our freight train crews.

This winter a disastrous head-on collision occurred between the last section of a transcontinental express and a freight train. Several of the engineers, trainmen and mail clerks were killed, but the passengers in their Pullmans, behind a shattered bulkhead of baggage and mail cars, were unharmed. The cause of that wreck, the public has been told, was the freight train crew's violation of dispatchers' orders. That is true as far as it goes, but the reason why orders were violated is this:

The freight train crew had been 59 consecutive hours on duty, and fell asleep, unable to stay awake and count the number of passing sections. Fifty-nine hours—two days and a half—sounds incredible, but I believe an analysis of the dispatcher's train sheets in a majority of division headquarters would reveal some startling facts; and to give this contention more weight, I want to tell briefly the story of 12 hours, the vivid remembrance of which will always stick fast in my mind.

Arriving in Jericho after a short six-hour trip from Chicago, I consented to double back without rest in charge of a heavy tonnage freight. Bad luck and delays, a leaking locomotive, irritating minor mishaps and an avalanche of rebounded traffic to battle against, made us average less than seven miles an hour. In other words, when we reached Stark, a lonely sidetrack and non-telegraph station, at 2 a. m. on the second day, we had traveled only 125 miles in 19 hours, and were still 50 miles from Chicago, which we had left 27 hours previous.

Strive as a mortal may, though hurried to hardship and lack of sleep, nerves will relax their tension and eyelids will close. Even the sense of responsibility may fail to jerk a drooping head back to consciousness. Such was the case with Jake, the rear brakeman, who, huddled in the seat on the other side of the cupola, despite gentle appeal or angry malediction, slumbered peacefully. At Stark we took siding to allow two meat trains and the night express, all going in the opposite direction, to pass.

Moreover, we had been given an order in the form of a schedule, stating that "special," also eastbound, was due here at 3:15 a. m.

I took out my watch, shook Jake into semi-intelligence, and sent him to cool a smoking hot box.

At 3:10 a. m. the night express hurtled past, at 3:30 a. m. came the "special," and 10 minutes later the second section thundered by, but no special.

Then, as, with a jangle of couplings, I felt the caboose lurch forward, I realized that the engineer had forgotten the belated special and was pulling out of the side track into the jaws of death. Seizing my lantern, I sped over the car roofs, giving frantic stop signals as I ran.

"Don't get mad, neighbor!"—this to me as I clambered down into the cab. "I must ha' dozed off and woke up sudden with the idea that bloody special had passed," and with this excuse the engineer threw over the reserve lever and backed the train into safety.

Fifteen hours later we dragged wearily into the Chicago yard to find not a caboose on the caboose track and a string of yellow refrigerators laden with fresh meat awaiting immediate shipment. The worried yardmaster explained that packin'-house deliveries had been so heavy that all the crews had been sent east (no news to me, we had not then all, and with the last consignment. To delay this precious freight meant losing the haul to another trunk line, and yet, by the terms of our wage schedule, we were entitled to eight hours' rest.

"Meat be blanked! I'm all in," said one "brakie."

"My home's at the other end, and my baby's sick; I want to go home," said another "shack," and I can't say with the latter after stipulating for two hours' sleep and a fresh engine crew. Here was an instance of two motives, parental anxiety on the part of a brakeman, ambition for promotion on the part of the conductor, overruling in the absence of legal restriction, a sane plea for rest, and creating a menace to the lives of every passenger and employee on the division.

That return trip was a nightmare. We had arrived in Chicago at 9 p. m. We left at midnight, our low vitality prey to six hours of winter darkness, the preparatory two hours' cat-nap, trapped in our overcoats on the caboose transoms, only served to intensify a lethargy and stupor which seemed momentarily ready to engulf us in a sea of benumbing drowsiness. Thanks, first, to Dame Fortune, second,

to the character of our freight, third, to a message I sent to the dispatcher warning him of our condition, and, fourth, to a fresh engine crew, we were able to finish our fifty-two hours of service without accident, and, sadder but wiser men, we staggered home to bed.

Nobody will question the necessity of a good night's rest to the performance of keen, accurate and efficient work, and yet how many people are there today who realize that the freight train crews of our railroads, especially in winter and on single-track lines, are often on duty 24 to 36 hours without sleep?

The artisan, the laborer, the miner, the mill-hand and the clerk work but 10 hours at the most during the 24, and yet the men who share with the eight-hour trick dispatchers the responsibility for the safety of the traveling public rarely doff their overalls short of the 16-hour mark.

They are paid over-time—of course they are—and at an increased rate per hour or per mile, but ask a dozen engineers and freight conductors whether the hardship of over-time is counterbalanced by the extra wages, and, unless some member of the group is trying to pay off a mortgage on a neat little cottage and lot, every man's answer will be an emphatic negative. Work that is paid for in blood should be prohibited and the toilers supplanted by fresh, wide-awake comrades.

BANQUETED BENEDICTS.

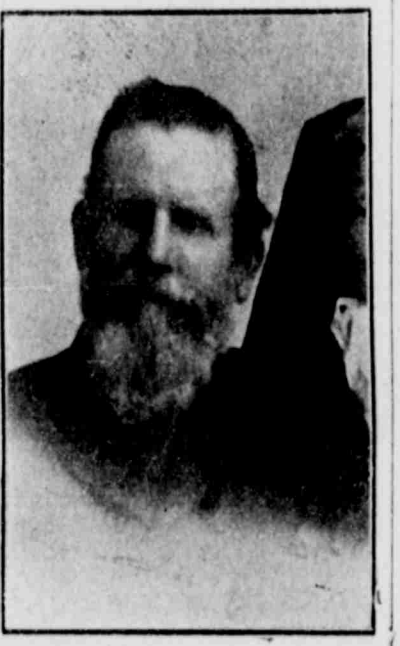
Thirty at Reception to Elwood Brown
And H. E. Syndergaard.

Thirty banquets at the Y. M. C. A. last night, assisted Elwood Brown and Hyrum P. Syndergaard in bidding farewell to single blessedness, and there were numerous toasts in honor of the occasion, with C. P. Overfield as toastmaster. The following toasts and responses were given:

"An Appropriate Psalm." Raymond O. Hanson, "From the Preacher's Outlook," Rev. Peter A. Shimpkin, "The Warning of Experience," F. Augustus White, "The Longing Enroute," J. H. Roe, "Advice from Him Who Does Nothing," Horace H. Smith, "Brown's Plans and Mine—A Few Months' Difference," Hyrum H. Syndergaard; song by congregation, "Where She Leads, I'll Follow," led by Elwood Brown.

The following were guests at the banquet, F. E. Smith, F. A. Huntington, C. A. Caldwell, W. F. Hackett, Chester Ames, Hyrum Syndergaard, C. A. Taylor, J. H. Roe, R. O. Hanson, K. M. Blakely, O. L. Cox, Paul Armstrong, Ray Bowman, J. A. White, L. G. E. Higdon, L. Jones, J. J. Bristol, F. T. Schott, G. A. Norton, J. G. Porter, Horace H. Smith, William H. Rex, A. P. Buck, W. P. Casey, Cliff Hahn, C. P. Overfield, Elwood Brown.

SPANISH FORK.



THE LATE NEIL GARDNER.

With the passing of Neil Gardner, who died at his home at Spanish Fork, July 3, marked the death of another noble pioneer.

Neil Gardner was born in Brook Township, Kent county, Canada West, June 2, 1841. He was the oldest son of the late Bishop Archibald Gardner, the great pioneer mill builder, and Margaret Livingston Gardner. When he was five years old his father and family left Canada for Utah, having joined the Latter-day Saints. They left Winter Quarters in June, 1847, and arrived in Salt Lake City, Oct. 1 of that year, traveling in Bishop Hunter's company.

The earlier years of Mr. Gardner's life were spent at Mill Creek hauling lumber from the canyon and working in his father's mill. In the year 1858, at the time of the general move of the Saints during Johnson's sunny troubles, Neil Gardner came to Spanish Fork, and has resided here ever since. On Jan. 10, 1861, he married Regina Evanson to whom he proved a true and worthy husband. He was left a widower 18 years ago.

Mr. Gardner has been an important factor in the subdividing and developing of the land in and around Spanish Fork. He was an untiring worker in bringing streams from the mountain fastnesses and turning them upon the thirsty soil. Much of the surveying for that work was done by him, and through his good judgment and far-sightedness the people saw fit to make him director of a good many canal companies.

At the time of his death he was one of the five directors of the Spanish Fork Co-op. Our subject was also greatly interested in the lumber and flour mill business, inheriting the love for such, perhaps, from his father. He has held many trustworthy positions and was true to the end to the religion of his youth.

In 1870 he was sent on a mission to Canada remaining there until June of the following year. He was again called on a mission in 1882, this time to the Southern States, laboring in Georgia for 22 months. During the time he has lived in Spanish Fork, Mr. Gardner has been one of its most active, progressive citizens. His good judgment and wise counsel, his untiring efforts to promote the welfare of his fellow men have gained for him the love and respect of the whole community.

He was 65 years of age at the time of his demise, his death being caused, from some trouble, that he well reward him for the work they did while here.

He has led a most honorable and exemplary life, and has met with a fair measure of success in a financial way. It is safe to say no man is more highly respected throughout the country than Neil Gardner.

Utah can justly be proud of her many noble pioneer sons and daughters, many still living, others who have passed away. With the history of our fair state are connected many brave, sturdy, God-fearing men, who spent their lives in the building of this haven of rest in the Rockies. Men who braved the desert wilds and pioneered the way for this great western civilization.

The memory of the pioneers who left us here is held sacred by the people of this state, and as one by one we lay them away in the silent tomb, our hearts go out to our Mother, that she will reward them for the work they did while here.

HOW "AMERICANS" GET THE MONEY

Even Proceeds of Baseball Game
To Go Into Campaign
Fund.

THE FIREMEN HAD TO DIG UP

For the Tickets They Could Not Sell—
Meanwhile the Gang Shouts "Thank
God For the American Party."

"Thank God for the American Party City Administration," yells a West Temple street sheet, and the cry is echoed by the extravagant crowd while trying to throw dust in the eyes of the taxpayers and bunco them into the belief that affairs of the city are being properly managed.

But there are a great many employees of the present administration who feel deep down in their hearts to say "Curse the so-called American Party City administration." These are the poor fellows who had their wages raised only to be bounced out of 19 per cent of the same for campaign purposes.

Then there are those who dug up the coin to see the recent baseball game between the police and firemen. Little did they dream that the proceeds of the same was to be used for the coming campaign.

But about the greatest exhibition of gall ever displayed was in the manner tickets were disposed of. These are the statement is made by a fireman that each member of the department was given a number of tickets to dispose of. It is understood that the captains had more to dispose of than the more private men. The only chance the fire laddies had to sell the tickets was to stand in front of the station and button-hole citizens as they passed. Some of the boys had a time of it selling tickets. According to information, several firemen were greatly shocked and used strong curse words when they turned in the cash for tickets sold and also the remaining tickets, and were blandly told that the cash would be accepted but that the holder of the tickets must turn in cash for the same. If they could not sell the tickets they were expected to pay for them out of their salary, AND THE MONEY WAS TO GO INTO THE CAMPAIGN FUND.

"Thank God for the American Party City Administration!" But the firemen are not joining in the chorus. It is for their reported that two or three of the firemen intimated that they would not pay for tickets not sold, and were informed that if they refused they might be looking for another job in the near future.

"Thank God for the American Party City Administration," an administrative official who stoops to such ignominious methods to raise a few dirty dollars for the use in a campaign of mud slinging and knocking. What will the next step be? Will the great patriots order a raid on the children's savings banks? To be assessed 10 per cent of their hard earned wages and then be compelled to dig up for baseball tickets and play the game, too, is hardly enough to inspire one to shout:

"THANK GOD FOR THE AMERICAN PARTY CITY ADMINISTRATION."

COMMITTEES NAMED.

Those in Charge of Arrangements for
Z. C. M. L. Outing.

The committees having in charge the outing of Z. C. M. L. at Wanda-mere, on the 7th inst., are as follows:

General committee: A. W. Carlson, chairman; C. O. Orin, secretary.

Committee on field sports: S. H. Love, chairman; A. V. Proctor, Geo. McAllister, C. H. Carlquist, Ed. Brain, H. J. Waik, secretary.

Committee on water sports: T. E. Newman, D. Margat, H. J. Halton.

Committee on bicycle and bowling events: W. N. Davis, J. P. Olsen, George C. Reiser, W. W. Beattie, C. H. Carlquist.

The ball game will be called at 2:30 p. m. when teams from the institution and Davis county will cross bats for the \$25 cash prize. For the 100 yards dash, Col. Weber has offered a silver cup, and prizes will be given for other athletic events, including boat races.

Some girls are clever; they have made themselves great beauties by taking Hollister's Rocky Mountain Tea. There is no scheming, they fight shy of cosmetics and have become the handsomest girls in the state. Tea or Tablets, 35 cents. Z. C. M. L. Drug Dept., 112-114 Main St.

BUSINESS INCREASING.

Most Encouraging Statement of Bureau of Statistics.

The state bureau of statistics has compiled tables showing that business is largely increasing in this city, as follows:

Amount of capital invested in Salt Lake City business houses: 1904, \$11,802,177; 1905, \$12,947,474.

Wholesale Business—1904, \$19,483,805; 1905, \$22,695,594.

Retail Business—1904, \$24,072,444; 1905, \$26,640,632.

In general merchandise the record is as follows:

Capital Invested—1904, \$1,777,540; 1905, \$1,605,600.

Wholesale Business—1904, \$6,124,876; 1905, \$6,471,968.

Retail Business—1904, \$5,588,302; 1905, \$5,251,159.

The figures are compiled up to January, 1906.

In Salt Lake City and county there were 911 establishments reported in 1904, and in 1905 they had increased to 955.

Capital Invested—1904, \$12,578,026; 1905, \$13,958,555.

Wholesale Business—1904, \$20,233,155; 1905, \$22,945,989.

Retail Business—1904, \$27,828,048; 1905, \$30,285,500.

A comparison of the total assessment of valuation of Salt Lake county is found here:

1904, \$36,598,755; 1905, \$51,114,917; 1906, \$54,142,421.

For the state the assessment made in the same years:

1904, \$93,718,499; 1905, \$109,485,427; 1906, \$116,311,177.

The assessments of valuation in three other big counties show:

1905, 1906,

Weber county, \$14,492,804; \$15,419,389.

Utah county, \$12,391,488; \$12,512,417.

Cache county, \$7,159,223; \$7,809,686.

YELLOWSTONE
PARK EXCURSION
Aug. 25th. Via Oregon Short Line.

Round trip from Salt Lake only \$48.50. This covers all rail and stage transportation to and through the park in addition to hotel expenses for the seven days' trip in the park. The number of passengers will be limited to 50 and those desiring to avail themselves of this rate should make early reservation. City Ticket Office, 201 Main St.

Church Notices.

Regular services of the Church of Christ, of Latter-day Saints will be held tomorrow, Sunday. Fast meetings being held in the respective wards at 2 o'clock p. m.; Sunday school at 10 a. m., and meetings in the city ward assembly rooms and adjacent wards as follows:

First	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Ninth	Tenth	Eleventh	Twelfth	Thirteenth	Fourteenth	Fifteenth	Sixteenth	Seventeenth	Eighteenth	Nineteenth
2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00

The regular monthly meeting of the high priests' quorum of the Pioneer stake of Zion will be held Sunday, Aug. 5, 1906, at 10 a. m. in the high priest-hood room of the stake hall. All members are reminded.

DAVID MCKENZIE,
HUGH WATSON,
JOSEPH KEDDINGTON,
JAMES LEATHAM,
Quorum Presidency.

The regular monthly general stake priesthood meeting of the Pioneer stake of Zion will be held Monday evening, Aug. 6, 1906, at 7:30 p. m. in the stake hall. All members of the priesthood are invited.

WILLIAM MCLACHLAN,
SYLVESTER C. CANNON,
CHARLES H. HYDE,
Stake Presidency.

The regular monthly meeting of the home missionaries of the Pioneer stake of Zion will be held Tuesday evening, Aug. 7, 1906, at 5:30 p. m. in the high priest-hood room of the stake hall.

SYLVESTER C. CANNON,
WILLIAM MCLACHLAN,
CHARLES H. HYDE,
Stake Presidency.

The high priests' quorum of the Ensign stake will hold their monthly meeting in room 38 Brigham Young Memorial building next Monday evening, Aug. 6, at half past 7 o'clock. A full attendance is requested.

HAMILTON G. PARK,
JOSEPH H. FELT,
LEVI W. RICHARDS,
Presidency.

High priests of Liberty stake will meet in the Second ward meetinghouse Monday, Aug. 6, 7:30 p. m.

JOSEPH KEDDINGTON,
WILFORD WOODRUFF, JR.,
J. D. H. MALLISTER,
Presidency.

Ward Hour Ward Hour
Benton 2:00 Murray, First 2:00
Big Cottonwood 2:00 Murray, Second 2:00
East Mill Creek 2:00 Murray, Second 2:00
Emerson 2:00 Waterloo 2:00
Farmington 2:00 Waterloo 2:00
Forest Dale 2:00 Windsor 2:00
Grant 2:00 South Cottonwood 2:00
Hawthorne 2:00 South Cottonwood 2:00
Hunter 2:00 Taylorsville 2:00

Other Churches.

The clergymen of Salt Lake have arranged for attractive services for Sunday. The subjects to be considered and the hours of worship follow:

Methodist.

First Methodist Episcopal, corner of Second South and Second East streets, Benjamin Young, pastor—Services at 11 a. m. and 8 p. m.; morning topic: "Drifting"; evening subject: "Fighting." Sunday school at 9:45 a. m. Epworth League at 7 p. m. All are very cordially invited to these services.

Unit Methodist Episcopal, Ninth East and First South, D. H. Helmick, pastor—Preaching at 11 a. m. by the pastor; subject, "Power of Public Sentiment." Miss Nellie Hasbrouck will sing a contralto solo at this service. Sunday school at 10 o'clock. Epworth League at 7 p. m. led by W. L. Gray. A cordial invitation to these services. There will be no preaching Sunday evening nor prayer meeting Wednesday evening.

Second Methodist Episcopal, Waterloo—Sunday school at 10 o'clock; young people's meeting at 6:45; vesper service at 7 o'clock, with sermon by the pastor. Prayer meeting Wednesday evening at 7:30.

Heath Methodist Episcopal, Eighth West and Third South streets—Sunday school at 10 o'clock, Miss Ada Applegate, superintendent; preaching at 11 o'clock; prayer meeting Thursday evening at 7:30.

Presbyterian.

First Presbyterian, northeast corner of South Temple and C streets, Rev. W. H. Paden, D. D., pastor—Morning service at 11 a. m.; evening service at 7:45; the Rev. Russell A. McKinley of Boise will conduct both services. Sunday school at 12:30 p. m.; Endeavor society at 6:30 p. m. Midweek service, Wednesday evening. Teachers' meeting at 7:30. Prayer and conference at 8 p. m. All seats are free. Strangers are cordially invited to all these services.

Third Presbyterian, corner of Eleventh South and Eleventh East streets—There will be no morning preaching service; Sunday school at 12:15; Y. P. S. C. E. meets at 7:30. Wednesday evening at 7:45, school teachers' meeting at 7:30, and prayer meeting at 8 o'clock.

Westminster Presbyterian, 132 South Fourth West street, Rev. McLaughlin Davis, pastor, 132 West Sixth South street—Preaching at 11 a. m. by Rev. Richard Wake; Sunday school, 12:15 noon; C. E. meeting at 7 p. m.; prayer meeting Wednesday evening at 7:45. No evening services at present. All are cordially invited to these services.

Endeavor Presbyterian, 632 West First North street—Sunday school at 1:30 p. m. All cordially invited.

Baptist.

First Baptist, corner Second South and Second West, Rev. D. A. Brown, pastor, residence, 675 East Third South—Divine worship at 11 a. m. As I Have Seen Them. No evening service. Sunday school at 12:30. P. L. Evans, superintendent. B. Y. P. U. at 7 o'clock p. m. Roy Worthman, leader, subject, "Duty, Privilege and Excuses." Wednesday evening service at 8 o'clock. A welcome to all.

Rio Grande Mission, Second South between Ninth and Tenth West—Sunday school at 9:30 a. m. George Paul superintendent.

Burlington Mission, Indiana avenue and Navajo street—Sunday school at 3:30 p. m. Henry Jacobs superintendent.

East Side Baptist, Seventh East and Third South, Rev. S. A. Hayworth, pastor, residence, 675 East Third South—Divine worship at 11 a. m. with short sermon, followed by Lord's supper and welcoming new members. Sunday school at 12:15 p. m. Christian Endeavor at 7 p. m. Evening worship, subject, "Duty, Privilege and Excuses." Wednesday evening service at 8 o'clock. A welcome to all.

St. Paul's Main and Fourth South, Rev. Charles E. Perkins, pastor—Services: Holy communion, 8 a. m.; Sunday school, 9:45 a. m.; holy communion and sermon, 11 a. m. Visitors welcome. All seats free.

Episcopal.

St. Paul's Main and Fourth South, Rev. Charles E. Perkins, pastor—Services: Holy communion, 8 a. m.; Sunday school, 9:45 a. m.; holy communion and sermon, 11 a. m. Visitors welcome. All seats free.

St. John's, Richmond avenue, near

Ninth East street—Sunday school at 9:45 a. m.; evening prayer and sermon by Rev. Charles E. Perkins at 8 o'clock. A cordial welcome to all.

St. Mark's, 225 East First South street, Rev. Benjamin Brewster, dean—Services for eighth Sunday after Trinity: Holy communion at 7:30 a. m.; Sunday school, 9:45; holy communion and sermon, 11; evening prayer and sermon, 8 o'clock. Monday before the festival of the transfiguration of Christ, there will be the holy communion at 10 a. m.

St. Peter's, Fifth North and Fifth West streets—Sunday school at 9:45. No other services during August.

Central Christian Church.

Central Christian, Third East and Fourth South, William Ross Lloyd, supply minister—Services at 11 a. m. and 8 p. m. All cordially invited.

Congregational.

First Congregational, corner of Fourth East and First South streets, Elmer I. Goshen, pastor—No morning service. Sunday school at 12:30. Christian Endeavor at 6 p. m.

Evangelical Lutheran.

First Evangelical Lutheran St. John's, Seventh South near State, William J. Lankow, pastor—Sunday school at 9:30 a. m. Service at 10:30 a. m.

Our Savior's Evangelical Lutheran, Fourth East, between Fourth and Fifth South—Sunday services at 10:30 a. m. in the English language. You are cordially invited to attend.

Scientist.

First Church of Christ, Scientist, 352 East Third South—Sunday school at 9:45 a. m. church services at 11 a. m. subject "Soul." Strangers are especially welcome. Each Wednesday evening at 8 o'clock a meeting is held to listen to the testimony of healing of both sin and sickness. All are welcome to these services. Free reading rooms, open daily from 10 a. m. to 5 p. m. in rooms 697-698 Scott building, 168 Main street. The Sunday evening services have been discontinued until Sept. 16.

Marriage Licenses.

Marriage licenses were issued by the county clerk during the past week to the following persons:

C. N. Dix, Pueblo, Colo.; Hazel Brannan, Salt Lake.

F. S. Shaw, Daggett, Cal.; Alice Griffin, Salt Lake.

Harry Winters, Philadelphia, Pa.; Mrs. M